

# ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

## AUTHORIZING BOARD OF REGENTS OF THE SMITHSONIAN INSTITUTION TO CONSTRUCT A GREENHOUSE FACILITY

Ms. MATSUI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5492) to authorize the Board of Regents of the Smithsonian Institution to construct a greenhouse facility at its museum support facility in Suitland, Maryland, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5492

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### SECTION 1. CONSTRUCTION OF GREENHOUSE FACILITY.

The Board of Regents of the Smithsonian Institution is authorized to construct a greenhouse facility at its museum support facility in Suitland, Maryland, to maintain the horticultural operations of, and preserve the orchid collection held in trust by, the Smithsonian Institution.

### SEC. 2. AUTHORIZATION OF APPROPRIATIONS.

There is authorized to be appropriated \$12,000,000 to carry out this Act. Such sums shall remain available until expended.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. MATSUI) and the gentleman from Missouri (Mr. GRAVES) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

#### GENERAL LEAVE

Ms. MATSUI. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on the resolution under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. MATSUI. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 5492, which is a bill to authorize appropriations for the Smithsonian for constructing or replacement greenhouses.

Mr. Speaker, the Smithsonian is widely renowned as a national treasure. Many of our constituents come from all over the country to visit its museums. There they can explore our culture, learn about our achievements, and view pieces of our history.

But the Smithsonian is much more than a keeper of artifacts. It has nine

research facilities and is a leader in scientific research. The Horticulture Services Division provides a wide variety of services internally to Smithsonian museums, and more generally to the public through the Smithsonian's public gardens.

The Smithsonian has leased a 55,000-square-foot greenhouse complex for its horticultural operations since 1974. It is currently located on the property of the Armed Forces Retirement Home in Northwest Washington, DC.

The complex includes 12 greenhouses, an office for administrative and logistical functions, and a shade house. These greenhouses produce the institution's world-class orchid collection. They also provide space to grow a wide variety of plant materials for exhibits, gardens, and special events which would be costly or impossible to obtain commercially.

The greenhouses allow the Smithsonian resources equal to, if not surpassing, any other botanical institute in the world.

The greenhouse employees do this work with limited human resources. As true to most Smithsonian endeavors, the greenhouse staff is assisted in large part by a group of dedicated volunteer staff members. During fiscal year 2007, over 4,500 hours of time were donated by these individuals. Their commitment to the greenhouse facilities' programs is evident from their dedication, some of whom have donated over 25 years of service to the organization.

The current greenhouse site will be leased commercially, and the Smithsonian must begin work on replacement greenhouses at the Smithsonian Museum Support Facility in Suitland, Maryland. Moving the facilities is the most cost-effective way to preserve the greenhouses. The Smithsonian has also created a design that will help save money during construction.

Mr. Speaker, the important work being done every day by the Smithsonian horticulturists in the current facility is vital to the mission of the Smithsonian, the increase and diffusion of knowledge.

I appreciate Chairman OBERSTAR, Chairwoman NORTON, and Ranking Members MICA and GRAVES for recognizing the significance of this relocation. H.R. 5492 will ensure that the collections thrive and the important work that is done at these facilities continues. I urge my colleagues to support the bill.

I reserve the balance of my time.

Mr. GRAVES. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 5492 authorizes the Smithsonian Institution to construct greenhouses at its facility in Suitland, Maryland. The bill authorizes \$12 million to construct the greenhouses. The Transportation Committee has researched the proposed cost of and the need for this greenhouse facility. We have done our due diligence on this project.

This greenhouse facility will produce the plants for the entire Smithsonian

Institution complex, which is the world's largest museum complex. In addition, the facility will house the orchid collection held in trust by the Smithsonian.

The Smithsonian currently conducts these activities at an aging facility located at the Armed Forces Retirement Home here in the District of Columbia. Because the retirement home is redeveloping the site, the Smithsonian will no longer be able to use the greenhouse facility located there.

These new greenhouses will enable the Smithsonian to continue producing its own plants after it loses access to the Armed Forces Retirement Home.

Satisfying the Smithsonian's requirements for plants on the open market doesn't make sense economically. Given the wide variety of plans required for the National Zoo and museums, it is more cost effective for the Smithsonian to grow its own plants rather than to purchase them.

The cost of this project is appropriate given the need for the greenhouse facility, as well as the work necessary to construct this particular type of greenhouse. I support the resolution. I urge my colleagues to do the same.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H.R. 5492, which authorizes the Board of Regents of the Smithsonian Institution to construct a greenhouse facility at its museum support facility in Suitland, Maryland.

The Smithsonian has leased a 55,000-square-foot greenhouse complex for its horticultural operations on the property of the Armed Forces Retirement Home ("AFRH") in northwest Washington, DC, since 1974. The complex includes 12 greenhouses, space for administrative and logistical functions, and a shade house. The complex houses the Institution's world-class orchid collection, and provides space to grow a wide variety of plant materials for exhibits, gardens, and special events that would be costly or impossible to obtain commercially.

The AFRH plans to lease the property where the greenhouse complex is currently located to real estate developers and could turn the site over to a developer as early as September 30, 2008, when the current Smithsonian lease expires, leaving the Smithsonian without a greenhouse facility.

This bill authorizes \$12 million for the construction of a new greenhouse facility. This facility will support the Office of Facilities Engineering and Operations ("OFE") of the Horticulture Services Division ("HSD"). This office provides services for the Smithsonian museums and units through planting for exhibits and special events, and through development and management of the Smithsonian public gardens.

I thank the gentlewoman from California (Ms. MATSUI) and the other congressional Regents of the Smithsonian Institution for introducing this bill. I urge my colleagues to join me in supporting H.R. 5492.

Mr. GRAVES. Mr. Speaker, I don't have any other requests for time, and I yield back the balance of my time.

Ms. MATSUI. Mr. Speaker, once again I urge my colleagues to support H.R. 5492, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from California (Ms. MATSUI) that the House suspend the rules and pass the bill, H.R. 5492.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

# HONORING 200TH ANNIVERSARY OF GALLATIN REPORT ON ROADS AND CANALS, AND RECOGNIZING THE VAST CONTRIBUTIONS NATIONAL PLANNING EFFORTS HAVE PROVIDED

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 936) honoring the 200th anniversary of the Gallatin Report on Roads and Canals, celebrating the national unity the Gallatin Report engendered, and recognizing the vast contributions that national planning efforts have provided to the United States, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

## H. RES. 936

Whereas President Thomas Jefferson commissioned his Secretary of the Treasury, Albert Gallatin, to provide a new vision for transportation that would unite the young Republic;

Whereas 2008 marks the bicentennial of the national plan, known as the Gallatin Report on Roads and Canals (Gallatin Report), presented by Secretary Gallatin to President Jefferson;

Whereas the Gallatin Report proposed transportation improvements not as ends in themselves but as means to further national unity;

Whereas transportation improvements were part of the promise of the American Revolution, as James Madison, writing in *The Federalist* No. 14, emphasized, "Let it be remarked . . . that the intercourse throughout the Union will be facilitated by new improvements. Roads will everywhere be shortened, and kept in better order; accommodations for travelers will be multiplied and meliorated; an interior navigation on our eastern side will be opened throughout, or nearly throughout, the whole extent of the thirteen States";

Whereas Madison's words have served as a worthy reminder of the needs for transportation infrastructure since that time;

Whereas the Gallatin Report incorporated the improvements to the Postal Service that Benjamin Franklin bequeathed to the Nation, including Franklin's route surveys, his placement of milestones on principal roads, and his development of shorter transportation routes;

Whereas the Gallatin Report called for an inland waterway navigation canal from Massachusetts to North Carolina, which was the precursor to the modern day Intercoastal Waterway system;

Whereas the United States, as a result of Gallatin's legacy, has a record of successful infrastructure developments, including—

(1) the Erie Canal, which vastly reduced transportation costs to the interior;

(2) the transcontinental railway, which united the Nation;

(3) transit projects across the Nation, which promote freedom and opportunity;

(4) the National Highway System, including the Dwight D. Eisenhower System of Interstate and Defense Highways, which fostered inter-

state commerce, national unity, and broke down barriers between the States; and

(5) the Tennessee Valley Authority, devised by President Franklin Delano Roosevelt as a "corporation clothed with the power of government but possessed of the flexibility and initiative of a private enterprise", which brought electricity, conservation planning, and opportunity for thousands in the Tennessee Valley and across the Nation;

Whereas to be regarded as a success, any national planning endeavor must address and reconcile the needs of different regions of the Nation;

Whereas the genius of the Gallatin Report was its alignment of the hopes of the Nation with the opportunities presented by access to new markets, populations, and territories;

Whereas the United States currently faces new challenges in financing the transportation infrastructure that is necessary for the future economic needs of the Nation; and

Whereas if the United States is to succeed in a world of increasing international competition, the United States must have a new national plan for transportation improvements to provide for the Nation's future: Now, therefore, be it

Resolved, That the House of Representatives—

(1) reaffirms the goals and ideals that formed the impetus for Albert Gallatin's national plan for transportation improvements 200 years ago;

(2) calls on the Federal Government, States, localities, schools, nonprofit organizations, businesses, and the citizens of the United States to mark this important anniversary by recalling the important legacy of public investment in infrastructure, which connects and enhances the economies, communications, and communities of the several States; and

(3) supports the creation of a new national plan for transportation improvements to align the demands for economic development with the resources of the Nation.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Tennessee (Mr. DUNCAN) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

## GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H. Res. 936.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. DEFAZIO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of this resolution reaffirming our national commitment to our national transportation infrastructure. Two hundred years ago, a farsighted President, Thomas Jefferson, commissioned Secretary Gallatin to provide a report and a vision for transportation in America, to knit together the then-young Nation and to better facilitate the movement of its people, its goods, its commerce and people, and to better compete in the international economy.

For 200 years, or nearly 200 years, that vision has been maintained and has been the prevailing view here in Washington, DC.

Unfortunately, we now have an occupant of the White House and a Sec-

retary of Transportation who do not share that vision. A recent report detailing the extraordinary state of disrepair into which our transportation infrastructure has fallen from a commission created by this Congress in the SAFETEA-LU legislation pointed to the need for a massive increase in investment at all levels, Federal, State and local, because in order just to maintain the existing infrastructure, we would have to spend more than we are spending today. We are not even treading water. We are not even maintaining a deteriorating infrastructure; we are deteriorating towards Third World status. While our competitors around the world are leaping ahead with major investments in transit and roads, bridges and highways, and with major investments in ports and waterways, we are falling behind.

In response to that, unfortunately, the Secretary of Transportation joined with a minority in dissenting from the report and essentially proposed that we phase out any Federal role or investment in our national transportation infrastructure.

I can think of nothing more wrong-headed, shortsighted, or more destructive for the future of our country than to pull back from these extraordinary needs. So that's why I think it is so important that we look back, we look back over 200 years of history, we look back to the Gallatin Report, we look back to the successes that have followed upon that vision that we have been building upon for 200 years, and we set a course for the next 200 years so that we can again boast of having the state-of-the-art, most efficient, most energy-efficient transportation network in the world, which is far from the condition in which we find ourselves today.

Mr. Speaker, I reserve the balance of my time.

Mr. DUNCAN. Mr. Speaker, I have agreed to reserve my time so the Speaker may be yielded to.

Mr. DEFAZIO. Mr. Speaker, I thank the gentleman, and I yield 1 minute to the gentlewoman from California (Ms. PELOSI).

Ms. PELOSI. Mr. Speaker, I thank both gentlemen for yielding and for their support of this important resolution. I thank Mr. DUNCAN for his leadership and for supporting this resolution. Mr. DEFAZIO, of course, has been a champion on these issues for a long time. And in terms of building the infrastructure of America, Mr. BLUMENAUER has, through his relentless advocacy for building America's infrastructure in an environmentally sound way, has added to the vision of how we want to do this.

I learned about the Gallatin Report, which you talked about, Mr. DEFAZIO, from Mr. BLUMENAUER. Imagine 200 years ago, around the time of the Lewis and Clark expeditions and the Louisiana Purchase, a great President